engine, and returning the air into the blower case through the opening on the downstream side.

Please replace the paragraph at page 8, line 17 through page 9, line 7 with the following:

The construction of an engine blower according to the present invention is described by referring to the embodiment shown in Fig. 1. The engine blower comprises a blower case 2 formed integrally with an engine case 3. The engine case 3 covers an engine 4. A drive shaft 6 extends from the crank chamber 5 of the engine 4 in the engine case 3 into the blower case 2 via a rotation-transmitting member 7 such as a centrifugal clutch, and a fan 8 is axially mounted on the end of said drive shaft 6 in the blower case 2. Said blower case 2 has a main suction port 9 opposite to the side mounted with the engine case 3, and when the fan 8 in the blower case 2 is rotated by said engine 4, the air is suctioned into the blower case 2 from said suction port 9, turned and compressed inside the blower case 2, and jetted from an outlet port 19 provided at one end of the outer periphery of the blower case 2.

Please replace the paragraph at page 9, lines 8-12 with the following:

The engine case 3 is separated by a vertical wall 10 from the blower case 2. The engine 4 includes a cylinder

11, a crank chamber 5, etc. The crank chamber 5 and the cylinder 11 are separated by a horizontal wall 12 connected to the blower case 2 at one end thereof to cover the cylinder 11.

Please replace the paragraph at page 9, lines 13-18 with the following:

The fan 8 provided in the blower case 2 has vanes 15 to generate the wind for the blower on one side of the rotating plate 8a and vanes 16 to generate the wind for cooling the cylinder 11 on the opposite side of the plate, and the air is suctioned into the blower case 2 through the main suction port 9 when the fan 8 is rotated.

Please replace the paragraph at page 11, lines 3-13 with the following:

As this engine blower suctions the air from the port 13 into the engine case 3 by the negative pressure generated in the blower case 2, there is formed inside the engine case 3 a smooth air passage from the side of the cylinder 11 toward the blower case 2 through the ports 14a, 14b, and the engine is adequately cooled as the fresh air constantly contacts surface fins 17 of the cylinder 11. The air suctioned into the blower case 2 through the inlets 14a, 14b is jetted through the outlet port 19 with the air suctioned into the

Q5

blower case 2 from the main suction port 9 in order to perform the original function of the blower.

Please replace the paragraph at page 12, lines 9-14 with the following:

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The engine case 3 shown in Fig. 3 has a very high ceiling 3a to enclose the outer periphery of the blower case 2, and an inlet port 18 at one part of the outer periphery of the blower case 2 covered by the ceiling 3a in order to supply the compressed air generated in the blower case 2 into the engine case 3 from the port 18.

Please replace the paragraph at page 12, line 21 to page 13, line 6 with the following:

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High pressure air generated at the outer periphery of the blower case 2 flows out of the outlet port 19 and a portion of the air flows into the engine case 3 from the inlet port 18 by way of the passage 20 and the through hole 13a. On the other hand, the air in the engine case 3 is suctioned into the blower case 2 through the inlet ports 14a, 14b by the negative pressure generated at the center of the blower case 2, and the cylinder 11 is cooled by the air flowing from the through hole 13a to the inlet ports 14a, 14b and passing through the engine case 3.